

**Exhibit 18**  
**Comprehensive Plan Review**



## Exhibit 18

### Comprehensive Plan Consistency Review

The Project has been designed to be consistent with the City’s Comprehensive Plan (referred to in this Application as the “Plan”), which was adopted in 2015 and most recently amended in 2018.. Sound Transit reviewed the Plan’s elements to identify the goals and policies that apply to the Project. This narrative outlines the Project’s consistency with the following elements of the Plan: Community Livability, Environment, Economic Vitality, Land Use, Transportation, and Utilities. These elements were selected by the City and Sound Transit to be discussed in detail in this Application, but are not an exclusive list of Plan elements that apply to the Project. The Project has been designed to be consistent with all applicable sections of the Plan. Some goals and policies associated with each element do not all apply to the Project, because they lie outside the scope of the Project or the jurisdiction of Sound Transit and/or the City.

The following summarizes these selected elements, discusses how the Project is consistent with the applicable goals and policies, and identifies the goals and policies pertaining to each element that are not applicable to the Project. If there have been no updates to the adopted 2017 Plan and the goals and policies described therein, the 2015 Plan is referenced directly. Goals and policies that were amended in 2017 and finalized 2018 have been incorporated into the table and referenced accordingly.

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#### COMMUNITY LIVABILITY ELEMENT

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##### GOALS AND POLICIES:

##### CL-1: Livability for current and future generations.

Applicable Goal CL-1 Policies described in the Plan (2015, 2018)

- CL-1.1: Promote a positive image of the city as a vibrant, thriving, and desirable place in which to live, work, shop, and play.
- CL-1.2: Strive to achieve the Community Vision identified in this element. “Mountlake Terrace is an attractive, walkable city with a revitalized town center, pleasant neighborhoods, healthy environment, regional transit access and ample opportunities for housing, education, businesses, recreation, and community involvement.
- CL-1.3: Provide for the enjoyment of natural resources through preservation or enhancement of public open space, greenbelts, and trails.
- CL-1.4: Promote a pedestrian-friendly environment.
- CL-1.6: Create opportunities for public education and participation in community planning.
- CL-1.7: Consider social, environmental, and economic factors in community development.
- CL-1.8: Encourage the community’s diversity of lifestyles and neighborhoods.
- CL-1.11: Be proactive in identifying and preserving resources of historic or cultural significance.
- CL-1.12: Coordinate with other jurisdictions and agencies on matters of public safety and welfare.
- CL-1.13: Promote a strengthened downtown commercial core and a healthy local economy.
- CL-1.14: Encourage beautification efforts, including but not limited to landscaping and

- signage, and a clean, well-kept environment.
- CL-1.15: Provide civic buildings, parks, and plazas that encourage friendly neighborhood interaction and meet other citizen needs.
- CL-1.16: Promote high-quality design and development through the application and continual enhancement of the City’s urban design standards.
- CL-1.21: Implement the adopted Sustainability Strategy and monitor sustainability progress.

Goal CL-1 Policies described in the Plan (2015, 2018) but not considered applicable to the Project include:

- *CL-1.5 Encourage community events and activities. Discussion: A sense of community begins with people seeing each other and having an opportunity for interaction. Activities especially benefit the community when they are held in an open, welcoming manner and help a variety of people to get acquainted, learn about issues, share ideas, appreciate art and music, accomplish a project, or just have fun.*
- *CL-1.9 Provide quality library services, responding to the needs of the region’s residents.*
- *CL-1.10 Provide recreational programs, parks, and trails that accommodate a variety of interests and abilities.*
- *CL-1.17 Support an excellent public school system that provides for students to be served by public schools within Mountlake Terrace.*
- *CL-1.18 Encourage housing and neighborhoods in which people want to live.*
- *CL-1.19 Enforce City regulations to control nuisances and meet other requirements.*
- *CL-1.20 Continue an animal control program.*
- *CL-1.21 Implement the adopted Sustainability Strategy and monitor sustainability progress.*

**COMMUNITY LIVABILITY ELEMENT CONSISTENCY DISCUSSION**

The Project will provide the City with access to a fast, efficient, and reliable transportation system that offers an alternative to single-occupancy vehicles, along with linkages to other travel modes including rail, buses, cycling, and walking. This improvement aligns with the priorities identified in the Community Vision, which in turn, will help support future development that encourages diverse lifestyles and neighborhoods. The Mountlake Terrace Station will be located at the existing Mountlake Terrace Transit Center, thereby promoting efficient travel to the numerous local businesses in the Town Center along 236th Street SW and 56th Avenue W. The Project has been designed with input from the City to ensure a high-quality design consistent with the City’s urban design goals.

The Project has been designed and will be constructed to incorporate features and mitigations to ensure community health and safety. Design features and mitigations related to health and safety are discussed in detail under the Transportation element below, and in each site-specific narrative. Signage will be designed and placed to enhance wayfinding to the station from surrounding communities.

Each light rail station that is part of the Lynnwood Link extension has been designed in coordination with the City and with input from its citizens to provide convenient pedestrian access within and around the station areas, while avoiding and minimizing impacts on surrounding communities and sensitive environmental resources. The site of the Mountlake Terrace Station, which will include at-grade public plazas at each station entrance, will contain a variety of nonmotorized multiuse

pathways. Landscaping and stations have been designed to provide aesthetically appealing public spaces that provide convenient access for pedestrians to and from the existing parking garage, surface parking lots, freeway station, and bus transit center on the west side of the station, and to the surrounding residential community and businesses. A pickup and drop-off area in the existing surface parking lot on the east side of the station will allow commuters to access either the existing bus transit center or the light rail station. Cyclists will be able to store bicycles near both station entrances. Artwork will be an important design feature of the station area, and is intended to accentuate the gateway at the 236th crossover, improve the appearance and safety of the facility, give vibrancy to its public spaces, and make patrons feel welcome.

Sound Transit has been proactive in identifying sensitive resources (environmental, cultural, historic) and developing designs that avoid and minimize impacts on these resources and has secured the appropriate approvals and authorizations. For unavoidable impacts on vegetation and ecosystems, Sound Transit is collaborating with the City to mitigate impacts in the most cost effective and ecologically beneficial way. See the Environment Element discussion below for more detailed information, as well as Section 7 of the site narratives.

Sound Transit maintains an internationally certified (ISO 14001) Environmental and Sustainability Management System to be accountable for controlling any environmental impacts, maintaining environmental compliance, and demonstrating performance improvements.

As a light rail facility that is part of the regional transit system, the Project is inherently a key component of providing a sustainable alternative to single-occupancy vehicle travel in the City and region. The Project will enhance accessibility and connectivity between the City and regional destinations, including connecting residents of Mountlake Terrace with jobs in other areas, while helping to reduce greenhouse gas emissions and improve air quality.

All stations will be built to the highest energy efficiency standards, be independently commissioned, provide significant alternative transportation access, rely on recycled and low-emitting materials, and incorporate low-impact development (LID) management techniques as determined by the Western Washington requirements on LID. As part of site preparation, Sound Transit requires the salvage and deconstruction of existing buildings to be demolished, as well as landscape materials, to ensure maximum reuse of appropriate materials within the greater community. Specific to the Lynnwood Link Extension Corridor, Sound Transit held a plant and hardscape salvage event on April 7, 2018, which included salvaged items such as shrubs, grasses, and pavers that would otherwise have been demolished. Over the course of construction, Sound Transit also requires a minimum 80 percent of total waste be produced as a byproduct of construction and diverted from landfills. For more details on the Project's sustainability features, see the Environment Element discussion below.

The Project, like all of Sound Transit's facilities, will also include several equitable features to make the facilities accessible to all riders. Universal design principles were included in the design of the Project, allowing access to the site by all people. In addition to facilitating access to high-capacity transit for riders coming from multiple modes of transport, facilities within the Project area will be compliant with the Americans with Disabilities Act (ADA) and designed to be convenient and accessible for all riders. Sound Transit's criterion for accessibility goes beyond code minimums by including multiple accessible public areas and public pathways, as opposed to just one designated route. For example, Sound Transit will provide safety devices to accommodate its visually impaired customers throughout the stations. Each station will use tactile wayfinding provisions to assist people

with disabilities, who are blind, or who have vision impairments. These devices will include platform edges with detectable warning surfaces that meet ADA Accessibility Guidelines, tactile paths to guide users through stations, and tactile train waiting areas identifying the location of the set of center-most doors of a two-car train based on the vehicles’ stopping location. These provisions will begin at ticketing and continue the length of the platform.

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**ENVIRONMENT ELEMENT**

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**GOALS AND POLICIES:****EN-1: Clean air, clean water, and healthy natural environment.**

Applicable Goal EN-1 Policies described in the Plan (2015, 2018)

- EN-1.2: Promote the use of environmentally-friendly building materials and techniques.
- EN 1-3: Enforce local regulations to protect the environment.
- EN-1.6: Encourage convenient alternatives to automobile travel within the City and region. Discussion: Alternatives include walkways, bike routes, transit, and ridesharing.
- EN-1.7: Ensure that development is designed to: a. Minimize or mitigate the amount of land that would be covered by pavement, roofs, and other impervious surfaces; b. Use soil and vegetation to disperse stormwater, as appropriate; c. Retain natural slopes, to the greatest extent possible.
- EN-1.11: Prevent drainage problems and soil erosion by regulating: (a) the design and maintenance of stormwater management systems; and (b) clearing and grading practices.
- EN-1.12: Encourage “low-impact stormwater techniques” to be used where suitable.
- EN-1.13: Encourage the conservation of significant trees and their understory vegetation. Discussion: “Significant trees” are defined in the glossary as “Trees designated by the City to be important or unique, based on such factors as age, size, rarity, critical area function, or status as a landmark or species specimen.”
- EN-1.14: Promote the planting of trees and other vegetation for beautification, air quality, noise control, and stormwater management.
- EN-1.15: Encourage the planting or protection of trees, as appropriate, along public rights of way and in strategic locations where property is being developed.
- EN-1.16: When significant trees must be removed, require their replacement by other trees that are appropriate for the site.
- EN-1.18: Be a leader in taking actions to reduce greenhouse gas emissions within the community and region.

Goal EN-1 Policies described in Plan (2015, 2018) but not considered applicable to the Project:

- *EN-1.1: Preserve significant environmental features for park, trail, and open space use.*
- *EN-1.4: Promote clean air and energy conservation by selecting and operating City vehicles and equipment to maximize fuel efficiency.*
- *EN-1.5: Ensure that City facilities are designed and operated to conserve energy and other natural resources.*
- *EN-1.8: Provide open space where natural habitat can be protected or enhanced.*
- *EN-1.9: Increase natural area and open space preservation within the developed area,*

*particularly along the Terrace, Lyon, McAleer and Hall Creek corridors, around Lake Ballinger, and along the steep hillsides and right-of-way of I-5*

- *EN-1.10: Seek opportunities to connect open spaces that will maximize environmental or recreational values.*
- *EN-1.17: Encourage the City’s acquisition of open space.*

**EN-2. Maximum protection of critical areas**

Applicable Goal EN-2 Policies described in the Plan (2015, 2018)

- EN-2.2: Protect the functions and values of environmentally critical areas, especially as follows: a. Wetlands: Protect ability of wetlands to absorb, cleanse, and slowly release stormwater and to provide ecological balance; b. Fish and wildlife habitat areas: Protect and enhance habitat for fish and wildlife, especially within and near streams, wetlands, Lake Ballinger, recreational lands, and designated open space. Provide for connected habitat where possible; c. Aquifer recharge areas: Protect the water quality and hydrologic continuity of any underground aquifers; d. Frequently flooded areas: Ensure that drainage systems and ground cover materials work properly to reduce flooding and prevent soil erosion and damage to property; e. Geologically hazardous areas: Protect life and property from geologic hazards, especially by: (a) mitigating earthquake risks and (b) requiring development practices that maintain the stability of slopes.
- EN-2.7: Provide special consideration for protecting the habitat of anadromous fisheries.
- EN-2.8: Require clearing and grading practices to avoid or mitigate any harm to streams, lakes, steep slopes, and other critical areas.
- EN-2.9: Require new development to provide minimum environmental buffers and building setbacks to protect the functions and values of critical areas.
- EN-2.10: Provide for some flexibility in applying critical area protection and development regulations to allow an economic use of property or a creative approach that provides equivalent protection.

Goal EN-2 Policies described in Plan (2015, 2018) but not considered applicable to the Project:

- *EN-2.1: Update regulations and programs, as needed, to incorporate environmental guidance from state agencies or other reliable sources.*
- *EN-2.3: Include best available science in the protection of critical areas.*
- *EN-2.4: Protect and enhance shorelines to ensure their environmental sustainability, while providing opportunities for viewing and low-impact recreation.*
- *EN-2.5: Recognize that policies of the City’s Shoreline Master Program are policies of the City’s Comprehensive Plan.*
- *EN-2.6: Ensure that land uses near Lake Ballinger and other surface waters maintain or enhance water quality.*

**EN-3. Community involvement and coordination**

Applicable Goal EN-3 Policy described in the Plan (2015, 2018)

- EN-3.5: Cooperate with nearby communities, regional organizations, and agencies to protect the environment.

Goal EN-3 policies described in Plan (2015, 2018) but not considered applicable to the Project:

- *EN-3.1: Promote programs and information to help people learn about and participate in protecting the natural environment.*

- *EN-3.2: Support all reasonable means to ensure water purity for treated sewage in accordance with state and federal standards. Discussion: Mountlake Terrace is a partial owner of the Edmonds wastewater treatment plant, the plant that treats sewage for Edmonds and Mountlake Terrace.*
- *EN-3.3: Promote and support the use of environmentally friendly and “least toxic” approaches to landscape management. Discussion: City government can be a model for its citizens by demonstrating, identifying, and encouraging environmentally friendly practices to control vegetation and pests.*
- *EN-3.4: Provide information and incentives for owners to clean up contamination from any chemical spills, underground gasoline tanks, or other pollution sources.*

**ENVIRONMENT ELEMENT CONSISTENCY DISCUSSION**

The Project is required to implement multiple sustainability practices, as described in the Sustainability Checklist in Exhibit 22. This checklist is patterned after the U.S. Green Building Council, Leadership in Energy and Environmental Design (LEED) rating system, but has been expanded by Sound Transit to include guideway and other infrastructure in addition to station areas. Sustainability requirements for the Project include using low impact development (LID) standards for stormwater management where feasible, using materials efficiently, minimizing construction and demolition waste, and employing construction best management practices (BMPs), including clearing and grading BMPs.

Both new and improved stormwater management facilities throughout the corridor are proposed that comply with the City’s LID standards. The features within the Station area include approximately 40% tree canopy cover for impervious pavement surfaces and using infiltration for the flow control and bioretention as part of the water quality treatment. The current design includes three locations with LID: Site B (the Mountlake Terrace Station), along 60th Avenue W, and Site H (Melody Hill). The Draft City of Mountlake Terrace Drainage Report (Exhibit 14) addresses these areas, along with areas where LID treatment was deemed not feasible due to topography, soils, or site constraints.

Additional sustainable building practices include generous daylighting and weather protection, extra insulation to reduce heating and cooling loads, and energy-efficient light-emitting diode (LED) lighting throughout the stations and garages. Bicycle facilities and carpool spaces encourage commuting alternatives other than single-occupancy vehicles, and the use of durable materials will minimize painting and replacement over the life of the structures. Proposed landscape plants will be native and/or adaptable to the region and supported by a temporary, water-efficient irrigation system that could be abandoned once plants are established. For more details on the Project’s sustainability features, see the Community Livability Element discussion above. Noise pollution is discussed in the Land Use Element below.

As illustrated in the City of Mountlake Terrace Critical Areas Report (Exhibit 8), the Project has been designed to avoid and minimize impacts on critical areas and their buffers to the extent possible, including wetlands, streams, fish and wildlife habitat, aquifer recharge areas, flood hazard areas, and geologic hazard areas. Any remaining impacts will be mitigated in compliance with the critical areas regulations in Chapter 16.15 of the Mountlake Terrace Municipal Code. Critical areas exceptions are being requested at Sites A, B, C, D, E, and M for geologic hazards and Sites A, B, and C for wildlife habitat. Section 10.1 of the site-specific narratives provide details regarding these exceptions.

Strategies for protecting and retaining mature trees that surround the light rail line will rely on planning for and enforcing the installation of robust tree protection measures before construction, as well as using sensitive construction methods. Access routes and construction footprints will be minimized to protect the large evergreen forests along the alignment.

Trees removed for the Project will be mitigated as part of the city-wide tree mitigation requirements, which will include trees planted in Project landscaping areas within the City. It will also include an agreement to mitigate for priority habitat trees removed by providing trees for planting by the City in Ballinger Park, or other agreed upon priority habitat area. Priority habitat trees will be mitigated at a 3:1 ratio, while all other significant trees removed will be mitigated at 2:1 ratio.

The Project has been developed with an integrated design strategy that will visually and functionally integrate the light rail system into, as well as protect, the surrounding Pacific Northwest lowland forest landscape. Landscape protection fencing and vegetative buffers have been proposed along key public rights-of-way and on developed sites to provide screening to adjacent properties. Proposed landscaping will consist of large canopy deciduous trees in the parking lots, both native deciduous and conifers to maintain the character of the forested community, and using vegetative screening to adjacent properties.

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## ECONOMIC VITALITY ELEMENT

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### GOALS AND POLICIES:

#### EV-1: Create opportunities for economic development.

Applicable amendments (2017, 2018) to policies for the goal EV-2 include:

- EV-1.6: Encourage a shopping/dining/entertainment environment in the City’s Town Center and Gateway Place/Freeway Tourist districts that attracts customers, using such techniques as architectural appeal, pedestrian amenities, art features, cultural opportunities, specialty uses, and interesting activities.

Amendments (2017, 2018) to policies for the goal EV-1 that are not considered applicable to the Project:

- *EV-1.1: Develop and implement a marketing program for economic development in the City.*
- *EV-1.2: Identify and directly focus on economic opportunities that will have a long-term presence in the City.*
- *EV-1.3: Work with the local and regional business associations to facilitate interest in locating in the City.*
- *EV-1.4: Facilitate consolidation of properties in the Town Center to achieve ground floor commercial uses, structured parking, efficient circulation, and cost-effective use of land.*
- *EV-1.5: Ensure that development patterns in the Town Center support retail clustering, ensure a retail continuum along principle commercial streets, and promote pedestrian-level shopping opportunities.*
- *EV-1.7: Consider options for city partnership in assembling land for future development.*
- *EV-1.8: Use grant programs to help support projects that foster economic vitality.*
- *EV-1.9: Provide opportunities for adding new land uses to, or near, existing or planned parking structures, such as transit-oriented development at the Community Transit park-and-*

ride lot on 236th and I-5.

- *EV-1.10: Use a “planned action” approach, which combines growth management and environmental review, to streamline the development process for certain areas or sites. As financially feasible, such areas shall include: the Town Center, Gateway Place vicinity including the Park-and-Ride lot, and the Melody Hill area.*

**EV-2: Encourage businesses and business opportunities that add value to the community or region.**

Applicable amendments (2017, 2018) to policies for goal EV-2 include:

- EV-2.1: Encourage efficient use of existing buildable lands, including vacant and re-developable sites.
- EV-2.8: Provide adequate infrastructure to support economic development to meet projected growth, within constraints of local resources.
- EV-2.12: Recognize our community as one part of a larger regional economy.
- EV-2.19: Promote business in the Town center that offer goods and services targeted to current and future Mountlake Terrace residents.
- EV-2.20: Provide incentives for local businesses in the Town Center.

Amendments (2017, 2018) to policies for the goal EV-2 that are not considered applicable to the Project:

- *EV-2.2: Encourage businesses that can expand and provide a reliable tax base.*
- *EV-2.3: Designate lands for commercial and industrial development, while protecting nearby residents from incompatible uses.*
- *EV-2.4: Annually monitor land supply and development, consistent with the countywide process, and consider opportunities and incentives for housing and jobs that make it possible for people to work close to where they live and vice-versa.*
- *EV-2.5: Encourage home occupations where their scale and character are compatible with the neighborhood.*
- *EV-2.6: Market our community to desirable new and expanding businesses.*
- *EV-2.7: Ensure that land use policies and development regulations provide for a positive business climate, while protecting the environment and community quality of life.*
- *EV-2.9: Seek financing to provide adequate infrastructure by identifying sufficient resources, including the use of local improvement districts, tax increment financing, and public/ private partnerships.*
- *EV-2.10: Develop and implement multi-year strategies for economic vitality.*
- *EV-2.11: Work closely with interested organizations and agencies, including the Economic Alliance Snohomish County to achieve local economic goals.*
- *EV-2.13: Coordinate with nearby jurisdictions on projects of joint economic benefit.*
- *EV-2.14: Collaborate with local businesses on issues that affect them.*
- *EV-2.15: Encourage business investment and the retention and addition of employment within the City, consistent with the City’s target employment of 9,486 by the year 2035.*
- *EV-2.16: Target recruitment and retention of clean technology firms and medical uses in Mountlake Terrace.*
- *EV-2.17: Maintain a high level of customer service that conveys an “open for business” message to customers and that demonstrates an effort to achieve customer objectives within*

*the parameters of adopted standards.*

- *EV-2.18: Provide opportunities for medical-related services in proximity to the Town Center.*

**EV-3: Balance economic development with quality of life.**

Applicable amendments (2017, 2018) to policies for goal EV-3 include:

- EV-3.1: Promote high-quality design for all types of development.
- EV-3.3: Provide for a balanced transportation system that supports business needs, including pedestrians, transit, bicycles, cars, and trucks.
- EV-3.4: Ensure that the City is visually attractive to residents, visitors, and businesses.
- EV-3.8: Limit stress from noise, pollution, or traffic congestion.
- EV-3.11: Facilitate the development of a vibrant, walkable Town Center.
- EV-3.12: Further development of the Freeway Tourist district as a commercial and transit-oriented gateway to the City.

Amendments (2017, 2018) to policies for the goal EV-3 that are not considered applicable to the Project:

- *EV-3.2: Encourage the ability of each business district to provide jobs, services, and goods, consistent with the urban and neighborhood characteristics.*
- *EV-3.5: Provide a regulatory environment that will support good schools, parks, transportation, civic buildings, and other services or amenities.*
- *EV-3.6: Encourage housing that will be attractive and convenient to employees of businesses located within the City.*
- *EV-3.7: Encourage mixed uses in designated areas.*
- *EV-3.9: Foster a variety of businesses representing a range of services to their respective districts.*
- *EV-3.10: Use design guidelines for specific districts to support healthy economic uses while maintaining the integrity of adjacent neighborhoods.*
- *EV-3.13: Develop a Main Street streetscape plan that unifies the pedestrian activity area elements (sidewalk, landscaping and fixtures) with redevelopment of the downtown core.*
- *EV-3.14: Develop a parking plan for downtown to include evaluation of public parking facilities and off-site parking options.*

**ECONOMIC VITALITY ELEMENT CONSISTENCY DISCUSSION**

By locating the new light rail station at the existing Mountlake Terrace Transit Center and Community Transit park-and-ride lot, the Project will support mixed-use development in designated urban growth areas, where existing zoning and land use codes allow for greater development densities. The increased density near the proposed Mountlake Terrace Station will promote efficient use of land and provisioning of services and facilities, promote walkable and cohesive neighborhoods, promote economic development, and protect those areas where growth is not encouraged. When completed, the updated multimodal hub at the station site will complement both the City’s 236th Street SW improvement project and the transit-oriented development in the former Gateway Neighborhood south of 236th Street SW, which enhance the vibrancy of the City’s Town Center and Gateway Place/Freeway Tourist districts. The design of the station is consistent with policies relating to high

quality design and visual attractiveness as detailed in the Community Livability and Environment Elements above.

As part of a balanced regional transportation system, the Project will bring mass transit to the City. This change will not only improve the mobility of Mountlake Terrace residents, but will increase regional accessibility to Mountlake Terrace, which will attract new businesses as the City becomes a potential employment center within the region. The Project will enhance accessibility and connectivity between the City and regional destinations, including connecting residents of Mountlake Terrace with jobs in other areas.

The site of the light rail station has been designed to provide convenient connections between multiple travel modes both within the site and to the surrounding residential neighborhoods and businesses in the Town Center. A pickup and drop-off area in the existing surface parking lot on the east side of the station will allow commuters to access either the existing bus transit center or the light rail station. Bicycle storage will be provided near both station entrances. In addition, by providing people with an efficient mass transit alternative to single-occupancy vehicles, the Project will reduce both local and regional noise and air pollution from motor vehicles and reduce traffic congestion. Construction is planned to include mitigations to address interim impacts related to noise, parking, traffic, and other construction impacts.

Sound Transit has sited and designed the Project to efficiently use existing buildable lands and vacant sites. Much of the Project uses existing WSDOT right-of-way. Vacant and underutilized sites will be used for construction staging. Parking has been sited and designed to use appropriately located land for both interim and permanent parking. Sound Transit has coordinated with the City to ensure that the station design and location support and encourage transit-oriented development. Thus, the potential of the Project to encourage economic vitality will be maximized.

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**LAND USE ELEMENT**

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**GOALS AND POLICIES:**

**LU-1: Sense of place and connectedness.**

Applicable Goal LU-1 Policies described in the Plan (2015, 2018)

- LU-1.1: Provide for a pattern of land use that will complement the community’s physical characteristics, encourage pedestrian activity, revitalize the Town Center and give people opportunities to interact with each other in positive ways.
- LU-1.2: Consider the identities and needs of existing residential neighborhoods and non-residential neighborhoods.

Applicable amendments (2017) to policies for goal LU-1 include:

- LU-1.3: Require development to achieve a high level of compatibility with pedestrian and transit use.
- LU-1.4: Retain the natural topography and unique landscape inherent to each area, where feasible.
- LU-1.6: Encourage beautification efforts, including but not limited to landscaping and signage, at entrances to the City, key public facilities, and at freeway exit ramps.
- LU-1.7: Continue to promote tree planting and preservation by (a) developing and

implementing an urban forestry program and (b) providing community information about tree planting and preservation. (c) Maintain, update, and implement tree protection, preservation, and replacement regulations.

- LU-1.8: Encourage a mixture of land uses throughout the town center, including retail, office, residential and civic projects.
- LU-1.9: Promote design of open spaces, walkways and gathering spaces that facilitate community interaction for people of all ages and abilities within the town center.

Amendments (2017) to policies for the goal LU-1 that are not considered applicable to the Project:

- *LU-1.5: Retain, enhance, and create scenic views, whenever possible.*
- *LU-1.10: Encourage active outdoor spaces, in the town center to include amenities such as water or art features, preferably in a publicly visible location.*
- *LU-1.11: Design the town center so that, generally, height and density increase approaching the core of the town center.*
- *LU-1.12: Locate the town center’s utilities underground.*
- *LU-1.13: Create sidewalks in the town center that are wide and encourage tree-lined, pedestrian-friendly shopping and gathering areas.*

**LU-2: Efficient land uses**

Applicable Goal LU-2 Policies described in the Plan (2015, 2018):

- LU-2.2: Take reasonable measures to provide land uses that will meet the city’s population target for 2035 and for subsequent planning periods.
- LU-2.3: Encourage innovative land use patterns and site development where appropriate.
- LU-2.6: Recognize that the City cannot take private property for public use without just compensation.
- LU-2.8: Encourage compatible public facilities to be located within or adjacent to the Civic Center.

Goal LU-2 Policies described in the Plan (2015) that are not considered applicable to the Project:

- *LU-2.1: Evaluate land use and capacity every five years, consistent with state law and with the Snohomish County Tomorrow process.*
- *LU-2.4: Implement and, as needed, update subarea plans and “planned actions” in special study areas, including, but not limited to: a. Melody Hill Subarea b. Town Center Subarea c. Gateway Area (Freeway/Tourist District).*
- *LU-2.5: Regulate subdivision of land to promote efficient land uses.*
- *LU-2.7: Increase efficiency by minimizing the need for actions that take extra time and resources. Discussion: Examples of such actions include conditional use permits, variances, and rezones.*
- *LU-2.9: Encourage private institutions and special districts to make their facilities regularly available for community use.*

Amendments (2017, 2018) to policies for the goal LU-2 that are not considered applicable to the Project:

- *LU-2.10: Encourage, facilitate, and/or create incentives to support consolidation of lots in the Town Center.*

**LU-3 Variety of Land Uses**

Applicable Goal LU-3 Policies described in the Plan (2015, 2018):

- LU-3.4: Provide for land uses that respect the diversity of people, social groups, and lifestyles.

Applicable amendments (2017, 2018) to policies for goal LU-3 include:

- LU-3.8: Attract additional, quality jobs to Mountlake Terrace’s town center.

Goal LU-3 Policies described in the Plan (2015, 2018) that are not considered applicable to the Project:

- *LU-3.1: Use the official comprehensive plan map to indicate general classifications of land, corresponding with the primary land uses, for all land within the city and within intended annexation areas, as described by Table LU-6.*
- *LU-3.2: Ensure that development regulations implement the classifications and land uses listed in LU-3.1 and that they include additional details.*
- *LU-3.3: Encourage development to express variety and reflect the area’s unique characteristics.*
- *LU-3.5: Ensure buildable land capacity is available to accommodate projected employment and population growth.*

Amendments (2017) to policies for the goal LU-3 that are not considered applicable to the Project:

- *LU-3.6: Create housing choices in the town center attractive to people from all walks of life.*
- *LU-3.7: Encourage a mix of different sizes and types of businesses in the town center.*

**LU-4 Avoidance of hazards, nuisances, and environmental degradation.**

Applicable Goal LU-4 Policies described in the Plan (2015, 2018):

- LU-4.3: Require best practices for safety and environmental protection as sites are developed or improved. Discussion: The Environmental Element contains more specific information and policies about this topic.

Goal LU-3 Policies described in the Plan (2015, 2018) that are not considered applicable to the Project:

- *LU-4.1: Implement a hazard mitigation plan.*
- *LU-4.2: Coordinate with other jurisdictions and with the Emergency Services Coordinating Agency on issues related to emergencies, hazards, and disasters.*
- *LU-4.4: Allow sexually-oriented adult businesses only in areas where the potential for secondary impacts is minimal and most controllable.*
- *LU-4.5: Require trash receptacles to be appropriately located and adequately sized and screened.*

**LU 5: High-quality infill projects and redevelopment.**

Applicable Goal LU-5 Policies described in the Plan (2015):

- LU-5.1: Encourage high-quality infill and redevelopment projects to revitalize the community.
- LU-5.2 Require commercial, industrial, civic, and institutional development to be designed in ways that minimize conflicts with adjacent homes and neighborhoods.

- LU-5.3 Use design guidelines and standards to ensure that development is at an appropriate scale for the neighborhood, has landscaping, and that the facade shows variations in materials and in architectural features.
- LU-5.4: Encourage co-location of development and mixed uses to enhance the community’s image and convenience within or near public park-and-ride sites.
- LU-5.5: Promote revitalization of the Town Center and new ways to serve community needs through attractive redevelopment. Designate strategic locations in the Town Center as “Priority Development Focus Areas” where a combination of public and private investments serve to complete and integrate planned redevelopment projects thus creating vibrant and active pedestrian places.
- LU-5.6: Encourage development to be pedestrian- and bicycle-friendly and convenient for transit.
- LU-5.8: Support the regional land use and transportation plans by realizing the vision for the Mountlake Terrace Subregional Growth Center and the North Melody Hill Activity Hub as vibrant centers with jobs, transit access, walkability, and prominence as cultural and economic destinations.
- LU-5.9: Concentrate major transportation funding in the Mountlake Terrace Subregional Growth Center and the North Melody Hill Activity Hub.

Goal LU-5 Policies described in the Plan (2015, 2018) that are not considered applicable to the Project:

- *LU-5.7: Encourage “Transfer of Development Right” opportunities in order to protect farms and forests as well as support the development of vibrant centers.*

**LU-6 Effective public services and facilities.**

Applicable Goal LU-5 Policies described in the Plan (2015, 2018):

- LU-6.1: Maintain adequate public facilities, consistent with adopted level of service standards.
- LU-6.2: Ensure that new development will be able to sustain an urban level of service, consistent with the capital facilities plan.
- LU-6.3: Provide for public facilities to be located or expanded, where appropriate, as a permitted or conditional use.
- LU-6.4: Encourage recycling and the reduction of waste entering landfill sites.
- LU-6.5: Participate in the Snohomish County Tomorrow process, as needed, to address essential public facilities of a statewide or regional nature.
- LU-6.6: Site essential public facilities, consistent with state laws, countywide planning policies, interlocal agreements, and the City’s development regulations.
- LU-6.7: In reviewing specific proposals for essential public facilities through the permitted or conditional use processes, take into account local needs, environmental factors, land use, neighborhood compatibility, transportation, safety, and urban design.

Applicable amendments (2017, 2018) to policies for goal LU-4 include:

- LU-6.10: Create a multi-modal town center that provides gathering and mobility for pedestrians, bicycles, automobiles, and public transportation
- LU-6.11: Improve town center accessibility while planning for traffic growth and making traffic flow more smoothly

- LU-6.13: Ensure that park-and ride facilities, whether temporary or permanent, are within a five- to ten-minute walk from the transit station they serve.

Goal LU-6 Policies described in the Plan (2015, 2018) that are not considered applicable to the Project:

- *LU-6.8: Allow secure community transition facilities only in an industrial zone, subject to a conditional use permit which has included a special process for considering safety risks to the neighborhood. Explicit requirements for maintaining strict and continued security shall be a condition of any permit for this type of facility.*
- *LU-6.9: Use the following criteria in considering whether property should be acquired for open space: a. Ability to reduce repeat flooding of habitable structures; b. Ability to preserve critical habitat or otherwise improve environmental functions and values; c. Cost-effectiveness of the acquisition to address community needs for open space; and d. Availability of financial resources.*
- *LU-6.12: Seek opportunities to implement the Landscape Conservation and Local Infrastructure Program (LCLIP) or other programs to provide funding for infrastructure in strategic locations.*

**LAND USE ELEMENT CONSISTENCY DISCUSSION**

The Project will provide convenient multimodal connections between the Town Center and regional Link light rail system by locating the light rail station at the existing Mountlake Terrace Transit Center just west of the Town Center. This will not only strengthen the existing travel patterns, but will also provide new patterns that will increase the interconnectedness of the local communities to the larger Puget Sound region. The identities and needs of both residential and non-residential neighborhoods will thus be well served.

The Project has been developed with an integrated design strategy that creates access and connections to many modes of transportation, creates a community amenity that enhances the public realm, and visually and functionally integrates the light rail system corridor into the adjacent neighborhoods and the surrounding landscape and topography of the Pacific Northwest lowland forest. This will be accomplished through a guideway alignment that maintains the flow of the existing transportation network by elevating the guideway over arterial roadways, and that is located along Interstate 5 (I-5), an existing transportation corridor. Furthermore, both visual and noise buffers will be provided in the form of noise walls and native plantings to protect established neighborhoods. Tree protection and mitigation is discussed further under the Environment Element above. By providing people with an efficient mass transit alternative to single-occupancy vehicles, the Project will reduce both local and regional noise and air pollution from motor vehicles and reduce traffic congestion.

Sound Transit has designed Lynnwood Link to locate facilities within existing development areas, minimizing the amount of land needed for the Project, and providing an efficient system within the existing network of the City. The Mountlake Terrace Station will be located at the existing Mountlake Terrace Transit Center and Community Transit park-and-ride lot. The Project location is consistent with state laws, countywide planning policies, interlocal agreements, and the City’s development regulations. The Project will support mixed-use development in designated urban growth areas and help focus much of the growth in the City around the proposed Mountlake Terrace Station at the existing Mountlake Terrace Transit Center in the Mountlake Terrace Subregional Growth Center, where greater densities are encouraged. When completed, the updated multimodal hub at the station site will complement both the City’s 236th Street SW improvement project and the transit-oriented

development in the former Gateway Neighborhood that is within walking distance to the light rail station, which will enhance the vibrancy of the area. This mixture of uses within designated urban growth areas will allow for more efficient use of land and provision of services and facilities, and promote walkable and cohesive neighborhoods. Efficient land use and public transportation improvements from the Project will meet the City’s population target by allowing more people to live and work in one place.

In siting and designing the Project, Sound Transit has minimized acquisitions of homes and residential properties and has minimized demolitions of residences, commercial properties, and other structures. Sound Transit will acquire 23 full-take properties within the City for the Project. Tenant relocation assistance will be provided pursuant to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Sound Transit will also provide just compensation for the one partial-take property (fee take) and 18 temporary and permanent easement properties. In addition to state and federal requirements, Sound Transit has adopted its own Real Property Acquisition and Relocation Policy, Procedures, and Guidelines. These were adopted by the Sound Transit Board of Directors and have been reviewed and accepted by the Federal Transit Administration. Details on these properties are provided in Exhibit 7.

Snohomish County Tomorrow is a cooperative public inter-jurisdictional forum consisting of representatives from the county and nineteen cities, as well as the Tulalip tribes. Sound Transit is not a member of Snohomish County Tomorrow, but provides the cooperative with regular updates, typically two briefings a year.

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## TRANSPORTATION ELEMENT

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### GOALS AND POLICIES:

#### TR-1: Public safety

Applicable Goal TR-1 Policies described in the Plan (2015, 2018):

- TR-1.1: Provide for safe transportation facilities that integrate the needs of transit riders, pedestrians, commuters, and motorists and take into account large vehicle movements.
- TR-1.2: Make pedestrian and transit facilities safe and accessible for people with temporary or permanent mobility impairments or disabilities.
- TR-1.3: Provide adequate illumination at night for public streets and public sidewalks.
- TR-1.5: Promote direct access routes for emergency vehicles.

Goal TR-1 Policies described in the Plan (2015, 2018) that are not considered applicable to the Project:

- *TR-1.4: Promote student safety by installing signs and pavement markings to implement the school designated walk route plans.*

#### TR-2: Environmental protection

Applicable Goal TR-2 Policies described in the Plan (2015, 2018):

- TR-2.1: Work with state, regional, and local agencies to meet or do better than meet air and water quality standards.
- TR-2.2: Use low impact development and stormwater management techniques, as appropriate, for roadway, sidewalk and trail design.

- TR-2.3: Provide street improvements consistent with environmental regulations and best construction practices.
- TR-2.4: Through the environmental review process, mitigate transportation projects to minimize pollution, noise, glare, and other adverse impacts.
- TR-2.6: Encourage the provision of landscaping adjacent to transportation facilities for the purposes of stormwater management, noise reduction, air quality improvement, visual appearance, and pedestrian safety.
- TR-2.8: Support mode shifts from single occupancy vehicles to alternative modes such as walking, bicycling, carpooling, vanpooling, and transit to reduce negative impacts to the environment caused by fossil-fueled transportation.

Goal TR-2 Policies described in the Plan (2015, 2018) that are not considered applicable to the Project:

- *TR-2.5: Use recycled or other environmentally-friendly products, when feasible, for street maintenance and improvement projects.*
- *TR-2.7: Encourage the use of electric vehicles and the provision of electric vehicle infrastructure as one way of reducing greenhouse gases and improving air and water quality.*

**TR-3 Efficiency and cost effectiveness**

Applicable Goal TR-3 Policies described in the Plan (2015, 2018):

- TR-3.1: Provide an efficient system for multiple modes of transportation.
- TR-3.3: Coordinate with other jurisdictions to identify and moderate the transportation impacts of development.
- TR-3.4: Ensure street improvements are consistent with the Comprehensive Plan adopted regulations, and, as appropriate, the City’s engineering standards.
- TR-3.7: Encourage traffic circulation and access to be coordinated among neighboring parcels in commercial, industrial, and multifamily areas.

Goal TR-3 Policies described in the Plan (2015) that are not considered applicable to the Project:

- *TR-3.2: Provide for a street network, based upon a classification system that meets local needs and state and federal requirements.*
- *TR-3.5: Implement street standards that discourage high travel speeds, minimize environmental impacts, provide for emergency service vehicles, and are sensitive to the neighborhood’s character. The adopted Transportation Master Plan includes street standards for most street improvement projects.*
- *TR-3.6: Provide for a street network with circulation patterns that encourage community connections and safe access, while protecting residential neighborhoods from excessive traffic and noise.*
- *TR-3.8: Acquire rights-of-way where most needed for streets to meet the City’s standards and circulation needs.*
- *TR-3.9: Ensure adequate maintenance, preservation and renewal of existing streets, sidewalks, and traffic control systems.*
- *TR-3.10: Establish a traffic volume count program to monitor development and concurrency standards and optimize signal timing at intersections.*
- *TR-3.11: Implement Transportation System Management strategies such as signal synchronization to ensure the most efficient operation of the existing transportation network.*

**TR-4: Mobility**

Applicable Goal TR-4 Policies described in the Plan (2015, 2018):

- TR-4.4: Ensure that new development does not cause the street level of service to fall below the City’s minimum standard as identified in transportation level of service Policies TR-4.1, TR-4.2 and TR-4.11, except as otherwise provided by city ordinance and state law.
- TR-4.5: Shorten trip lengths and reduce congestion by continuing to develop nonmotorized alternatives and encouraging transit, car pools, and other measures that reduce traffic congestion and pollution from automobiles and trucks.
- TR-4.7: Encourage compact development and mixed uses that reduce the need for additional vehicle trips.
- TR-4.8: Provide mobility for people driving, walking, bicycling, and using transit.
- TR-4.9: Support the “Complete Streets” concept of enabling use of all modes of transportation in the City, including walking, bicycling, transit, and taking into account vulnerable users, as street projects occur and where feasible.
- TR-4.11: Ensure that multimodal concurrency standards are met by implementing critical pedestrian, bicycle, and transit improvements.

Goal TR-4 Policies described in the Plan (2015, 2018) that are not considered applicable to the Project:

- *TR-4.1: Ensure that signalized intersections within the City meet at least a minimum Level of Service D, except for the following:*
  - a. Signalized intersections within the 212th Street SW corridor, which shall meet at least a minimum Level of Service E;*
  - b. Signalized intersections within the 244th Street SW corridor, which shall meet at least a minimum Level of Service E;*
  - c. Signalized intersections within the 220th Street SW corridor from SR 99 to I5, which shall meet at least a minimum Level of Service E.*
- *TR-4.2: Ensure that non-signalized intersections within the City meet at least a Level of Service E.*
- *TR-4.3: Adopt Washington State Highway Department Level of Service D for state transportation facilities within the City of Mountlake Terrace.*
- *TR-4.6: Review the City’s Commute Trip Reduction Plan at least every five years for effectiveness and possible modification needs, while maintaining consistency with state law, including the Commute Trip Reduction Act of 2006.*
- *TR-4.10: Adopt Level of Service “E/mitigated” for the SR 104 Highway of Regional Significance.*

**TR-5. Consistency with community and regional needs**

Applicable Goal TR-5 Policies described in the Plan (2015, 2018):

- TR-5.1: Make transportation decisions consistent with provisions in the Land Use Element and other elements.
- TR-5.2: Support economic development in designated locations, especially the Mountlake Terrace Subregional Growth Center and the North Melody Hill Activity Hub through appropriate street improvements.
- TR-5.5: Encourage appropriate linkages between city arterials and state or regional

transportation facilities to improve traffic flow.

- TR-5.6: Provide for transportation projects needed to accommodate the City’s share of future growth.

Applicable amendments (2017, 2018) to policies for goal TR-5 include:

- TR-5.4: Encourage parking facilities, including park-and-ride facilities, to provide for mixed uses and multiple purposes and ensure that park-and-ride facilities are within a five- to ten-minute walk from the transit station they serve.

Goal TR-5 Policies described in the Plan (2015, 2018) that are not considered applicable to the Project:

- *TR-5.3: Recognize 56th Avenue as it passes through the Town Center area as a designated pedestrian-oriented corridor.*

**TR-6: Effective public transit**

Applicable Goal TR-6 Policies described in the Plan (2015, 2018):

- TR-6.1: Encourage public transportation to be extended throughout the City at a level of service appropriate to the type of development in each area.
- TR-6.2: Encourage transit agencies to improve bus connections, as well as to study commute and shopping needs and routes for our City.
- TR-6.3: Encourage improved transit service to other local and regional jurisdictions and to employment, shopping, and educational centers, including those in King County.
- TR-6.4: Incorporate transit agency participation into the development review process, where applicable, to ensure site plans for new projects are compatible with and provide infrastructure necessary to support public transportation.
- TR-6.5: Continue to work with Sound Transit for the expansion of Link Light Rail from Seattle to Mountlake Terrace, primarily within the eastern portion of the I-5 freeway right-of-way, and to include a light rail station in Mountlake Terrace at approximately I-5 and 236th, which shall be built in a manner that allows access from the recently-built Transit Center. Encourage and facilitate a future light rail station near I-5 and 220th.
- TR-6.6: Provide infrastructure that supports speed and reliability for buses.
- TR-6.7 Support transit service that provides a direct connection between the Mountlake Terrace Transit Center, the Town Center and the Melody Hill center.
- TR-6.8: Support transit ridership by providing strong pedestrian linkages to the Mountlake Terrace Transit Center and future light rail station.
- TR-6.9: Preserve right-of-way and private land necessary for the construction of light rail.
- TR-6.10 Encourage development of high-capacity transit (especially light rail) on I-5 and express buses on I-5 and SR 99 to serve Mountlake Terrace.
- TR-6.11: Support innovative programs and encourage transit-oriented development to attract transit riders and make ridership convenient, fast, and comfortable.

**TR-7. Walkability**

Applicable Goal TR-7 Policies described in the Plan (2015, 2018).

- TR-7.1: Provide for a pedestrian system that: a. Connects residences, businesses, schools, parks, transit facilities, and civic buildings; b. Uses crosswalks, bulb outs, traffic control devices, and other “walker friendly” features in appropriate locations, especially in the centers

and near schools; c. Is not compromised by obstacles that unnecessarily block pedestrian access or impair mobility; d. Creates a high-quality experience in the Town Center that includes street trees, wider sidewalks, and activity on the sidewalk such as sidewalk cafes.

- TR-7.2: Maintain and enhance the pedestrian system by: a. Providing sidewalks through the City on both sides of public streets to the extent feasible; b. Requiring developers to complete or improve, as necessary, the sidewalk system adjacent to the property being developed; c. Funding high-priority improvements; d. Using portions of the right-of-way, where feasible, to provide planting strips consistent with city standards; e. Providing for internal pedestrian circulation systems within and between existing, new or redeveloping commercial, multi-family or single-family development; and f. Providing for convenient connections to frontage pedestrian systems and transit facilities.
- TR-7.3: Prioritize improvements for sidewalks and pedestrian paths using the following criteria: (Criteria a-h outlined in the Plan (2018) and incorporated here by reference that includes the following specific transit-related criteria):
  - e. Is this route also a route for transit or provide access to transit?
- TR-7.5: Design sidewalks in ways that provide a buffer between pedestrians and vehicle traffic and that minimize the crossing distance at intersections.
- TR-7.6: Encourage landscaping, benches, lighting, and other amenities along key pedestrian corridors.
- TR-7.7: Incorporate pedestrian-oriented design into street improvements, street standards, and development projects.
- TR-7.8: Support walking as a form of active transportation – enhancing health and providing for transportation needs at the same time.

Goal TR-7 Policy described in the Plan (2015, 2018) that is not considered applicable to the Project:

- *TR-7.4: Prioritize projects for recreational and optional-use trails using the following criteria: a. Connect with a regional trail network; b. Improve access to publicly-owned open space and parks; c. Increase mobility where terrain limits vehicular access.*

**TR-8. Convenient bicycling**

Applicable Goal TR-8 Policies described in the Plan (2015, 2018):

- TR-8.1: Encourage the provision of bicycle racks in convenient locations.
- TR-8.2: Promote safe bicycling opportunities as part of a comprehensive strategy.
- TR-8.4: Implement bicycle facility improvements to create a complete transportation network for bicyclists.

Goal TR-8 Policies described in the Plan (2015, 2018) that are not considered applicable to the Project:

- *TR-8.3: Seek partnerships to develop or maintain bicycle routes.*

**TR-9. Well-managed parking**

Applicable Goal TR-9 Policies described in the Plan (2015, 2018):

- TR-9.1: Require development projects to provide adequately for both on-site and on-street vehicle parking, consistent with the type of development and any special circumstances.
- TR-9.4: Require on-site parking facilities to provide illumination for safety needs, while minimizing unnecessary glare.

- TR-9.5: Require on-site parking facilities to provide landscaping that mitigates environmental impacts, improves the visual appearance of the facilities, and buffers neighboring land uses.
- TR-9.6: Reduce the need for parking facilities by increasing mode split for walking, bicycling, and transit.

Goal TR-9 Policies described in the Plan (2015, 2018) that are not considered applicable to the Project:

- *TR-9.2: Encourage parking management systems that will provide effective ways of meeting parking needs.*
- *TR-9.3: Encourage businesses in the Town Center and other key areas to work together to develop parking solutions.*

**TR-10. Sufficient funding**

Goal TR-10 Policies described in the Plan (2015, 2018) that are not considered applicable to the Project:

- *TR-10.1: Prioritize projects for funding in the following order: a. Safety and preservation b. Concurrency to meet adopted levels of service c. Transportation infrastructure in the Mountlake Terrace Town Center Subregional Growth Center and the North Melody Hill activity node. d. Other community needs and benefits.*
- *TR-10.2: Fund transportation improvements to maintain streets at the adopted level of service standards, pursuant to transportation policies 4.1 and 4.2.*
- *TR-10.3: Follow the policies in the City’s adopted Six-Year Financial Forecast to provide revenue sources for transportation improvements and maintenance.*
- *TR-10.4: Fairly assess the impacts of development, redevelopment, and other projects on transportation services and the environment.*
- *TR-10.5: Seek funding for priority projects through all available resources.*
- *TR-10.6: Use resources efficiently by: a. Combining transportation projects and utility projects whenever feasible and b. Improving bicycle and pedestrian facilities in conjunction with other street improvements that are being made.*
- *TR-10.7: Use impact fees to fund concurrency projects in a manner that encourages economic development and community stability.*
- *TR-10.8: Consider total life cycle costs when selecting and designing projects.*

**TR-11. Traffic calming**

Goal TR-11 Policy described in the Plan (2015, 2018) that is not considered applicable to the Project:

- *TR-11.1: Utilize the City’s Traffic Calming Program to respond to traffic concerns by residents regarding speeding, safety, and other concerns on residential streets while being consistent with citywide transportation management strategies.*

**TRANSPORTATION ELEMENT CONSISTENCY DISCUSSION**

The Project has been designed to maximize safety, as well as provide fast and reliable transit access between urban centers and regional destinations. The light rail station incorporates Crime Prevention through Environmental Design (CPTED), which analyzes ways to improve pedestrian movements at the stations, and accounts for increased auto and bus traffic associated with the station. Proposed landscape improvements will be specified with low planting to allow for clear site lines at all intersections and access. The design of each of these elements was formulated based on best practices

for light rail design, with input from Sound Transit’s Safety and Security personnel.

In addition to the safety features discussed above, other features include egress stairs, emergency phones, safety signage, and fire alarms at the station. Among the other safety features included in the design of the Project are fences, walls, and other barriers to reduce individuals’ abilities to cross the tracks. In addition to prominent safety signage, audible alarm systems will be used at the station to reduce the chances of anyone crossing the guideway at an inappropriate or unsafe location, and to prevent accidents in the case than an individual ends up in harm’s way in any place within the guideway. The Project will include three types of audible safety warning devices, each of which is designed to minimize sound levels while maintaining their effectiveness for safety purposes. Train-mounted bells will generally be sounded twice when the trains enter and exit stations. Audible and visual announcements of arrivals and departures will be made at each station. Finally, a louder horn is available to train operators for use in emergency situations.

The Project will include several equitable features to make the facilities accessible to all riders. Universal design principles have been included that will allow access to the site by all people. In addition to facilitating access to high-capacity transit for riders coming from multiple modes of transport, the facilities within the Project will be ADA compliant and convenient and accessible for all riders. Sound Transit’s criterion for accessibility goes beyond code minimums such that all public areas and public pathways are accessible, as opposed to just one designated route. For example, Sound Transit will provide safety devices to accommodate its visually impaired customers. The light rail station will use tactile wayfinding provisions to assist people with disabilities who are blind, or who have vision impairments. These include platform edges with detectable warning surfaces which meet ADA Accessibility Guidelines, tactile paths (“braid” design) to guide users through the station, and tactile train waiting areas identifying the location of the set of center-most doors of a two-car train based on the vehicles’ stopping location. These provisions begin at ticketing and continue the length of the platform.

Light levels are designed in accordance with Chapter 21 of the Sound Transit Design Criteria Manual to enhance patron safety and create a secure environment throughout the Mountlake Terrace Transit Center and Station. Site lighting will employ neighborhood friendly optic fixtures and be positioned to minimize light spillage onto adjacent properties.

Landscaping and LID features of the Project for the purpose of stormwater management, environmental mitigation, noise reduction, air quality improvement, visual appearance, and pedestrian safety, are described in the Environment Element above.

The Project will provide public benefits for the residents of the City as well as the region, and is an essential public facility under the Washington State Growth Management Act. The Project is part of the regional Link Light Rail System, which is a critical part of a region-wide effort to meet the public need for the relief of traffic congestion in daily commutes. The Project will provide a reliable transit option between Seattle and Lynnwood by creating high-capacity light rail consistent with local, state and federal policy directives for these essential public facilities. The Mountlake Terrace Transit Center and station will promote strong multimodal connections between light rail, high-capacity transit, and nonmotorized circulation by providing bicycle storage, parking stalls, passenger drop-off loops, parking for shared vehicle services, and multiple pedestrian access paths to each station, all of which will benefit and address the transit needs of the public. A light-rail station at 220th Street SW (Melody Hill area) is an option for the future. The Project and construction use of the site will not

preclude this future option.

The Project will provide convenient access for Mountlake Terrace residents and visitors to multimodal transportation. The light rail station site will contain a variety of vehicular and pedestrian pathways, along with at-grade public plazas at each station entrance. These features will provide convenient access to the existing parking garage, surface parking lots, freeway station, and bus transit center on the west side of the station, and to the surrounding residential community and businesses. A pickup and drop-off area in the existing surface parking lot on the east side of the station will allow commuters to access either the existing bus transit center or the light rail station. Bicycle storage will be provided near both station entrances.

Sound Transit has coordinated regularly with the City, Community Transit, and King County Metro throughout the final design process to ensure the ultimate configuration of the Mountlake Terrace Station meets the needs of these agencies and the public they serve. This effort includes accommodating the reconfiguration of local and regional transit service to facilitate access to the regional light rail system. The bus transit provisions will include additional bus layover space and revisions to bus stops to facilitate transfers between bus and light rail transit services.

The Project will expand the Link light rail system north from Northgate through the cities of Shoreline, Mountlake Terrace, and Lynnwood. The Lynnwood Link extension will provide fast, reliable, and efficient connections to the other urban centers in the project corridor and to other urban communities, as well as regional destinations. The Project alignment will travel along the east side of I-5 up to the Mountlake Terrace Station at the existing Mountlake Terrace Transit Center, and then cross to the west side of I-5 just north of the freeway station.

The light rail transit stations will increase both pedestrian and vehicular traffic in the vicinity of the stations, but the Project will relieve traffic congestion and safety impacts in other places throughout the region including in Mountlake Terrace. Traffic analysis to identify mitigation measures and inform the design of access improvements was part of the Lynnwood Link Extension FEIS, preliminary engineering, and final design efforts. Further detail on the traffic analysis is provided in the L300 Traffic Engineering Report, which is included in Exhibit 13. The increased density of development expected near the proposed Mountlake Terrace Station will promote efficient use of land and provisioning of services and facilities, promote walkable and cohesive neighborhoods, and protect those areas where growth is not encouraged.